



June 18, 2019

RE: 35<sup>th</sup> Ave NE Project

Dear Councilmembers O'Brien, Sawant, and Pacheco:

Thank you for the opportunity to speak to you about the City of Seattle's paving and safety project on 35<sup>th</sup> Ave NE at last month's Sustainability and Transportation Committee meeting. This letter responds to follow-up questions in your letter sent on Thursday, May 30<sup>th</sup>, 2019. As committed prior to the completion of the project, the Department is gathering post-construction data along 35<sup>th</sup> Ave NE to assess and evaluate the street's safety and mobility performance with the new roadway configuration. Currently, the corridor is undergoing an adjustment period as residents, travelers and businesses acclimate to the new configuration. We have seen similar responses to other reconfiguration projects. To your questions specifically:

**1. From this video and other observations, do you believe the design as implemented has met the objectives of the project and Vision Zero?**

Generally, the project meets the project objective and furthers Vision Zero goals. Those shared goals include ending traffic deaths and serious injuries on city streets by 2030. Speed is the critical factor in the severity of collisions, contributing to 25 percent of traffic fatalities citywide. SDOT has one of the most progressive approaches to speed management of any Department of Transportation in the country, rooted in data evaluation and using physical design to set a proper speed limit. To assess post-construction conditions, we collected speed data on 35<sup>th</sup> Ave NE in early June as we had previously committed to doing after project completion.

The 85<sup>th</sup> percentile vehicle speeds along the corridor were found to be between 31.8 mph and 35.4 mph at three measured locations (see attached data review). At NE 77<sup>th</sup> St, both vehicle speeds and volumes have gone slightly down from our previous speed studies in 2016 (from 32.2 to 31.8mph). We did not have a 2016 data point to compare the NE 57<sup>th</sup> St results, but the 85% speed in June 2019 was 33.6 mph. At NE 50<sup>th</sup> St, the speed was consistent between 2016 and 2019 at 35.4 mph. We plan to revise the speed limit to 25 mph in the retail business district area from NE 89<sup>th</sup> St to NE 65<sup>th</sup> St by mid-July. We will perform speed studies again later this summer and use the resulting data to determine whether the posted speed limit should be revised further on the remainder of the corridor. In addition to studying speeds, we are doing on-site evaluation and reviewing collision data. The video appears to show aggressive passing maneuvers, but it is difficult to determine the vehicle speeds without measuring them.

A recent crash at 35<sup>th</sup> Ave NE and NE 75<sup>th</sup> St between a motorcycle rider and the driver of a pickup truck on the evening of June 10 resulted in the death of the motorcycle rider and is currently under investigation by SPD. The crash should not be viewed as indicating that the project is not meeting goals or furthering Vision Zero. Generally, a single crash is insufficient to indicate that roadway changes should be implemented. SDOT will consider the crash and any relevant data in considering any potential future modifications. Preliminarily, it appears that a left-turning driver turned into an

oncoming motorcyclist. At this time, we are not aware of information suggesting that the roadway might have caused or contributed to the crash.

**2. Did this design go through the Complete Streets Checklist assessing how this design serves all people traveling on the corridor, including people walking, biking, and taking transit?**

Yes, the project did go through the Complete Streets checklist in October 2016 to look at all modal plans and needs in the corridor (attached).

The Complete Streets checklist informs early planning for all SDOT projects, helping the department identify specific improvements that can be incorporated to balance the needs of all users. After the decision to implement the current design, the checklist was not repeated as none of the modal plans had changed. At the time the project went through the Complete Streets checklist in 2016, there had not been a decision about whether to include bike lanes in the final design. The checklist did suggest 11-foot travel lanes to accommodate the frequent bus service on the corridor and coordination with King County Metro on speed and reliability improvements, which have been incorporated into the final project, but were not possible in the alternative design that included bike lanes. The new design remains consistent with the policies of the Bicycle Master Plan, which provide guidance for the project delivery process. The checklist also identified community priorities for new sidewalks on NE 50<sup>th</sup> St which were completed as a part of the project. Additional community priorities for new curb bulbs at crossings were not included but new flashing beacons were included at NE 60<sup>th</sup> St and NE 80<sup>th</sup> St in response to community requests.

**3. If there are some shortcomings of the design as implemented, do you have plans to make improvements to the design? If so, what is the timeline?**

Based on our observations of driver behavior with the new design, we plan to adjust the striping and install vertical posts to transition the center turn lane to left-turn pockets at NE 80<sup>th</sup> St, NE 73<sup>rd</sup> St, and NE 68<sup>th</sup> St. This will also shorten the center turn lane and discourage its use as a passing lane, especially through uncontrolled crosswalks. These changes will be implemented over the next month. These adjustments should not be viewed as an indication that the design has shortcomings, but as part of SDOT's ongoing data-driven approach to roadway improvements.


SDOT collected pedestrian crossing counts at locations that were requested by the community to evaluate possible locations for additional marked crosswalks. The first counts were done at NE 50<sup>th</sup> St, NE 77<sup>th</sup> St, and NE 87<sup>th</sup> St before the end of the school year to include school walking trips. Unfortunately, none of the locations had enough pedestrians to call for a marked crosswalk (20 pedestrians per hour). The NE 50<sup>th</sup> St location is seeing an increase in pedestrian traffic now that the new sidewalk has been installed, but it still does not meet the volume threshold for crosswalk installation. We will repeat these counts later in the summer to see if there is a change. In sum, we have not identified any shortcomings with the original design but will consider whether future roadways improvements are appropriate based on data, as we do for all City streets.

4. If this design failed to meet the safety objectives for all street users, can the department do some analysis as to how a decision to recommend this design was erroneously reached? What can we do differently in the future to avoid these mistakes?

We share your interest in roadway safety. The design is an improvement over the pre-project roadway cross section. On other streets where we have implemented a similar roadway reconfiguration, such as 35<sup>th</sup> Avenue SW, we have seen decreased vehicle speeds and decreased collision rates. We will continue to evaluate operations on the street and monitor unlawful behavior and see if additional changes need to be made.

Thank you for your continued engagement on the 35<sup>th</sup> Ave NE project. I look forward to our ongoing discussion about the important work we do in communities across the city.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Zimbabwe', is written over a light blue circular background.

Sam Zimbabwe  
Director

Enclosures:

Encl. 1 – Data Review

Encl. 2 – Complete Streets Checklist





35<sup>th</sup> Ave NE  
Initial Data Review  
6/13/2019

Lavilla

Crossing Review	
50th	Not Met
77th	Not Met
87th	Not Met

WEDGWOOD

Sand Point Country Club

NE 80th St

2017: 13,100  
2019: 12,400

2017: 32.2 mph  
2019: 31.8 mph

VIEW RIDGE

NE 73rd St

NE 68<sup>th</sup> St

NE 65th St

BRYANT

HAWTHORNE HILLS

2019: 33.6 mph

NE 57<sup>th</sup> St

Calvary Cemetery

NE 50<sup>th</sup> St

2016: 9,200  
2019: 10,300

2016: 35.4 mph  
2019: 35.4 mph

University Village

Seattle Children's Hospital

Universit Village

NE 45th St

Talaris Conference

Y



# 2016 draft updated checklist



Complete Streets Assessment

## Assessment

Project Name: AAC: 35th Ave NE

Project Manager / Owner: Caylen Beaty/ Owner: Pavement Mgmt Phone Number: 206 684 0299

Complete Streets (CS) Advisor: Aditi Kambuj Phone Number: 206 615 0429

Description of Scope: NE 45th Pl/35th Ave NE from its intersection with Union Bay Pl NE/ NE 45th St to NE 55th St; 35th Ave NE from NE 55th St to NE 87th St. Mill & Overlay ACP

Project Budget and Funding Source(s):

AAC/Move Seattle

Arterial Classification: ☐ Principal ☒ Minor ☐ Collector ☐ Non-Arterial ☐ Boulevard ☐ SFD Non-Arterial

Street Type: ☐ Downtown ☐ Downtown Neighborhood ☐ Urban Village Main ☐ Urban Village Neighborhood  
☒ Urban Center Connector ☐ Industrial Access ☒ Neighborhood Corridor ☐ Neighborhood Curbless  
☐ Neighborhood Yield ☐ Alley

Neighborhood Corridor from 45th - 55th; Urban Center Connector from 55th - 85th

### Street Design Concept Plans

### Recommendations

- a. Is there a [Street Design Concept Plan](#) for the project area? ☐ Yes ☒ No *PM and Complete Streets Reviewer to complete this column collaboratively.*
- b. Describe plan boundary overlap with project area:  
NA
- c. Describe all plan recommendations for project area below:  
NA
- CS Reviewer Concurrence? ☒ Yes ☐ No

### Project Coordination

### Recommendations

- a. [Planning Analysis Coordination Tool \(PACT\)](#). Are there any opportunities to coordinate with relevant City projects/ initiatives within the project area? ☐ Yes ☒ No *PM and Complete Streets Reviewer to complete this column collaboratively.*
- b. [Shaping Seattle](#): Are there any opportunities to coordinate with relevant active private development within the project area? ☐ Yes ☒ No
- c. Describe any coordination opportunities NOT included in project, and reason for deferral:
- CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

### Traffic Data (Name Pending)

### Recommendations

a. Average Daily Traffic (ADT): 12,500

b. Current image of street in project area (showing lane configuration):



PM and Complete Streets Reviewer to complete this column collaboratively.

Rechannelization Recommended? ☒ Yes ☐ No

Refer to BMP section for bike masterplan recommendations. There has been significant community activity around safety on 35th Ave NE. Refer to recommendations in Other Plans section.

CS Reviewer Concurrence? ☒ Yes ☐ No

\* If ADT is less than 25K AND lane configuration includes 4 or more through lanes, contact traffic management for review for potential rechannelization.

### Safety Data

### Recommendations

a. Speed Limit: 30mph

b. Average 85th percentile speed: 33mph (35mph on south end)

\* If avg 85th percentile is over posted speed, consider addition of traffic calming devices to project.

c. Is there a high collision location in the project area? ☐ Yes ☒ No

If yes, contact the current HCL Program Manager to discuss recommendations from a review of the site. Describe recommendations below:

d. Are there any half-signalized intersections in the project area? ☐ Yes ☒ No

If yes, consult with signal design manager about the opportunity to upgrade to full. Describe signal design recommendations below:

PM and Complete Streets Reviewer to complete this column collaboratively.

Traffic calming has come up as a community priority. Refer to Other Plans section for more information.

CS Reviewer Concurrence? ☒ Yes ☐ No



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## Complete Streets Assessment

### Right-of-Way Condition

- a. Is the Pavement Condition Index 65 or below at any point within the project area? ☒ Yes ☐ No
- b. Are existing sidewalks in good condition? ☒ Yes ☐ No
- c. Are existing sidewalks up to standard as defined in [Streets Illustrated: Right of Way Improvements Manual \(ROWIM\)](#)? ☒ Yes ☐ No
- d. Has an initial assessment of trees and sidewalk conditions been conducted, with an engineer and arborist/landscape architect per the [SDOT Trees and Sidewalks Plan](#)? ☒ Yes ☐ No

If yes, describe all recommendations below:

No funding currently available for new plantings. However, the wide planting strip on NE 45th PI between NE Blakeley St and University View PI NE would be a good location to consider for street trees.

### Recommendations

*PM and Complete Streets Reviewer to complete this column collaboratively.*

Will pavement be repaired as part of project scope? ☒ Yes ☐ No

Will sidewalk be repaired or upgraded as part of project scope? ☒ Yes ☐ No

Opportunities for spot improvements, pending prioritization and funding. Evaluate sidewalk upgrade locations for feasibility of implementation through PMP implementation.

CS Reviewer Concurrence? ☒ Yes ☐ No

### Curbspace

- a. Describe existing curbspace use(s) (e.g., how many paid parking spaces, loading zones):  
Currently, peak hour parking restrictions along majority of corridor.
- b. What is the utilization of existing curbspace (e.g., peak parking occupancy)  
Peak utilization: NE 45th-65th: 5% W, 22% E; 65th-70th: 49% W, 33% E; 70th-75th: 5% W, 52% E; 75th-85th: 19% W, 22% E; 85th-87th: 8% W, 42% E

- c. Will project change existing curb use(s)? ☐ Yes ☐ No

If yes, describe proposed changes below and contact the SDOT Parking Team:

Refer to BMP section for recommendations.

- d. Is there an opportunity for essential curbspace uses to be maintained elsewhere [e.g., along the block, around the corner, across the street]? If so, please describe existing curb uses and occupancy of those other locations.

Will evaluate if needed

### Recommendations

*PM and Complete Streets Reviewer to complete this column collaboratively.*

Refer to BMP section for recommendations.

CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

### Adaptive Streets & Street Art

### Recommendations

Adaptive Streets Program as a cost-effective way to experiment with new public spaces and street improvements. Focused on creating inexpensive, temporary solutions, the Adaptive Streets Program includes two types of projects:

**Pavement to Parks** projects, which create opportunities for public spaces in underutilized roadway space, and

**Tactical Urbanism** projects, which enhance safety and mobility with low-cost, easy-to-install materials.

- a. Is there an opportunity to apply an interum tactical solution or to implement a Pavement to Parks project to create a safer ROW or create public space in underutilized ROW? ☐ Yes ☒ No

If yes, consult with Adaptive Streets Coordinator and describe recommendation below:

☐ Yes ☐ No

- b. Is there an opportunity to implement SDOT Art Plan toolbox elements (e.g. signal box art, sidewalk inlays, creative street furniture or bollards or planters, creative bicycle racks, etc.) in the project area? ☒

If yes, consult with SDOT Art Coordinator about ROW enhancement opportunities.

Arts coordinators available to help integrate art into projects, if desired/ feasible (AAC projects not eligible for 1% for Art)

PM and Complete Streets Reviewer to complete this column collaboratively.

Consult Other Plans section.

CS Reviewer Concurrence? ☒ Yes ☐ No

### Intelligent Transformation Systems (ITS)

### Recommendations

- a. Is the project on the ITS Key Arterial Network? ☒ Yes ☐ No

Describe any ITS Strategic Plan recommendations NOT included in project scope and reason for deferral:

Coordinate with ITS team to understand if there's interest/ feasibility in integrating ITS (as identified in University Stadium District/ Montlake ITS Subarea)

PM and Complete Streets Reviewer to complete this column collaboratively.

Consult ITS for feasibility and coordination.

CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

### Pedestrian Infrastructure

### Recommendations

- a. Is the project on the [Pedestrian Master Plan's \(PMP\)](#) Priority Investment Network (PIN)? ☒ Yes ☐ No
- i. Is there missing sidewalk? ☐ Yes ☒ No
- ii. Crossing Distance score: 63-92 on NE 45th Pl; 47-64 at 35th Ave NE and NE 84th St and NE 85th St respectively
- iii. Crossing Spacing score: 1/16th-1/8th of a mile
- iv. Are there missing curb ramps? ☒ Yes ☐ No
- v. Is there an opportunity to add a sequence of pedestrian lighting in the project area? ☒ Yes ☐ No

- b. Describe any PMP recommendations NOT included in the project scope and reason for deferral:

NE 45th Pl - Tier 2 pedestrian lighting area  
35th Ave NE is Tier 3- Tier 4 pedestrian lighting area with a few Tier 1 spot locations.

35th Ave NE is a SRTS - not a high priority project for immediate implementation.

*PM and Complete Streets Reviewer to complete this column collaboratively.*

Assess curb bulbs near crosswalks/ intersections along 35th Ave NE

Assess/update curb ramps at NE Blakeley, University View Pl, NE 50th St, as appropriate

CS Reviewer Concurrence? ☒ Yes ☐ No

### Bicycle Infrastructure

### Recommendations

- a. Is the project on the Recommended Bicycle Network? ☒ Yes ☐ No
- b. Is there an existing bike facility? ☐ Yes ☒ No
- If yes, does the facility meet the existing [Bike Master Plan \(BMP\)](#) designation? ☐ Yes ☒ No

*If existing facilities do not meet BMP designation, review [Streets Illustrated: ROWIM](#) for design guidance and consult with BMP Coordinator about opportunity to upgrade.*

- c. Describe any BMP recommendations NOT included in project scope and reason for deferral:

*PM and Complete Streets Reviewer to complete this column collaboratively.*

NE 45th Pl/ 35th Ave NE between NE 45th St and NE 68th St: In-street minor separation bike facility recommended

BMP recommends protected bicycle lanes on 35th Ave NE north of NE 68th St. NE 68th St is a recommended neighborhood greenway. Consult with greenways team for design of intersection.

BMP also recommends creating a greenway connection on 35th Ave NE between the Burke-Gilman Trail (NE Blakeley St) and NE 47th St. This is outside of the project limits, but could be considered for inclusion with financial participation. Similarly, there may be an opportunity to extend the northern project terminus to NE 89th St to incorporate Greenway improvements as a leveraging opportunity.

CS Reviewer Concurrence? ☒ Yes ☐ No



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## Transit Infrastructure

## Recommendations

### a. Transit Classification:

- |   |   |
|---|---|
| <input type="checkbox"/> Principal Transit Route        | <input type="checkbox"/> Local Transit Route      |
| <input checked="" type="checkbox"/> Major Transit Route | <input type="checkbox"/> Temporary Transit Route  |
| <input type="checkbox"/> Minor Transit Route            | <input type="checkbox"/> Minor Restricted Transit |

b. Is the project on the Frequent Transit Network? ☒ Yes ☐ No

c. Are there transit design standards required in Streets Illustrated: ROWIM in project area? ☐ Yes ☐ No

If yes, describe below:

11' lanes recommended.

d. Are there bus stops in the project area? ☒ Yes ☐ No

i. Are all bus stops in project area within close proximity to a controlled crossing? ☒ Yes ☐ No

ii. Average distance between bus stops in/adjacent to project area: 0.16 miles

iii. If bus stops are less than 0.2 miles (1056 ft.) apart, can stops be consolidated? Describe below:

35th Ave NE is on the frequent transit network and block lengths average 600'. Metro interested in stop consolidation opportunities; will assess distance from signalized crossings.

e. Describe any [Transit Master Plan \(TMP\)](#) recommendations NOT included in project scope and reason for deferral:

PM and Complete Streets Reviewer to complete this column collaboratively.

Only about a quarter of the bus stops in the corridor have benches/shelters. Consult with Metro to determine whether they would like to add facilities.

11' travel lanes recommended on streets on frequent transit network.

CS Reviewer Concurrence? ☒ Yes ☐ No



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## Complete Streets Assessment

### Freight Infrastructure

### Recommendations

- a. Is the project on the Recommended Freight Network? ☐ Yes ☒ No

- ☐ Major Truck Street ☐ Limited Access Street  
☐ Minor Truck Street ☐ Over-Legal Route  
☐ First / Last Mile Connector

- b. Does project area meet curb radius and clearance standards? ☐ Yes ☐ No

- c. Are there spot improvements needed in project area? ☐ Yes ☐ No

If yes, describe below:

Describe any Freight Master Plan (FMP) recommendations NOT included in project scope and reason for deferral:

*PM and Complete Streets Reviewer to complete this column collaboratively.*

NA

CS Reviewer Concurrence? ☒ Yes ☐ No

### Urban Forestry

### Recommendations

- a. Describe any existing urban forestry assets within the project limits that warrant project investment to sustain (e.g., preservation of street trees):

Two cherry trees north of 5226 35th Ave NE should be protected to extent feasible if anticipated impact.

No removal/ replacement anticipated. UF to prune SDOT trees on west side of 35th (50th-55th) prior to construction. with temp repair to be retained for concrete installation if planned by AAC.

- b. Is there opportunity to plant trees or expand groundplane functional landscape? ☒ Yes ☐ No

- c. Will there be long-term urban forestry maintenance required for this project? ☐ Yes ☒ No

*PM and Complete Streets Reviewer to complete this column collaboratively.*

Opportunity for plantings, but need additional funding (not currently available from UF). No removal/ replacement anticipated.

CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

### Green Stormwater Infrastructure (GSI)

### Recommendations

- a. Is it likely that the project will trigger [2016 Stormwater Code](#)? ☐ Yes ☐ No
- If yes, describe GSI elements or techniques included in this project, including any permeable options, below:
- TBD - how is drainage assessment handled for all AAC?
- b. Is this project in an area identified as suitable for infiltrating GSI approaches (per SPU GIS data), including permeable pavement options? ☒ Yes ☐ No ☐ N/A
- c. Is there an opportunity to provide a minimum of 500 sf of GSI within the ROW? ☒ Yes ☐ No ☐ N/A
- d. Is there an opportunity to remove impervious surface as part of this project in accordance with the [2013 Executive Order](#) which urges all City departments to incorporate natural drainage features into capital projects? ☐ Yes ☒ No ☐ N/A
- e. Is this project on a street identified as potentially eligible for SPU partnership opportunities (per SPU GIS data)? ☐ Yes ☒ No ☐ N/A
- f. Are there existing GSI facilities within or near the project area that must be protected from compaction and sedimentation? ☐ Yes ☒ No ☐ N/A

PM and Complete Streets Reviewer to complete this column collaboratively.

Reached out to SPU for partnership opportunities. Project area is potentially suitable for infiltration.

Drainage memo will address feasibility.

CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

### Other Plans

### Recommendations

- a. Have other significant plans been completed, or are draft plans in progress, within project area (including plans from other City departments)? ☒ Yes ☐ No

Describe any other plan recommendations NOT included in project scope and reason for deferral:

Refer to the "Future of 35th Ave Plan" led by community.  
<http://35thneighborhoodplan.blogspot.com/>  
and shared with PD project team. Pages 16-32 refer to street elements.

Several community comments received through a recent planning effort refer to traffic calming, pedestrian and bike safety improvements, landscaping among community priorities.

University Area Transportation Action Strategy (UATAS) recommends adding new sidewalk on NE 50th St between NE 35th and NE 30th streets. (New sidewalk btwn 33rd & 30th is under consideration in 2016 NSF process.)

Consult with PMP implementation if low cost sidewalks are an option for north side of NE 50th St between 30th Ave NE and 35th Ave NE. Proximity might result in cost efficiencies.

*PM and Complete Streets Reviewer to complete this column collaboratively.*

Evaluate curb bulbs, bike lanes, landscaping along 35th Ave NE to respond to community concerns and planning efforts.

CS Reviewer Concurrence? ☒ Yes ☐ No

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## Complete Streets Assessment

Based on the initial project information provided, the above noted Complete Streets elements are recommended to be incorporated into the project scope. The Project Definition Steering Committee will make all final decisions regarding project scope, based on these preliminary Complete Streets recommendations.

In addition to these broad preliminary scope recommendations, ongoing urban design review is required for 30%, 60%, and 90% design drawings to review consistency with these preliminary recommendations, as well as ongoing design details and urban design opportunities. To the greatest extent possible, all major scope recommendations will be made during the Project Definition phase.

**Complete Streets Coordinator** Aditi Kambuj 9/22/2016 

*name (please print)* *date*

*signature*

**Project Manager** Caylen Beaty 9/22/2016

*name (please print)* *date*

*signature*



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## Complete Streets Assessment

### Exceptions

In the following unusual or extraordinary circumstances, Complete Streets principles will not apply (Note: the Complete Streets Ordinance requires the SDOT Director to issue a documented exception concluding that the application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety; or where other available means or factors indicate an absence of need, including future need):

Does the project wholly consist of simple repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02)?

Does the project wholly consist of standard maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, spot repair, and surface treatments such as chip seal)?

Is there a plan to implement Complete Streets principles incrementally through a series of smaller improvements or maintenance activities over time?

Does the Project Team recommend an exception to Complete Streets for this project?

Additional Comments:

**Complete Streets Coordinator** Aditi Kambuj  
name (please print) date

**Aditi Kambuj**

signature

Digitally signed by Aditi Kambuj  
Date: 2016.10.10 09:58:43 -07'00'

**Project Manager** Caylen Beaty  
name (please print) date

**Caylen Beaty**

signature

Digitally signed by Caylen Beaty  
Date: 2016.10.10 17:01:26 -07'00'

# 2016 draft updated checklist



Complete Streets Assessment

**Project Engineer** \_\_\_\_\_  
*name (please print)* *date*

\_\_\_\_\_  
*signature*

**Owning Division Director** \_\_\_\_\_  
*name (please print)* *date*

\_\_\_\_\_  
*signature*

**Implementing Division Director** \_\_\_\_\_  
*name (please print)* *date*

\_\_\_\_\_  
*signature*

ORDINANCE 122386

AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

WHEREAS, the City Council, with the Mayor concurring, adopted Resolution 30915 that defines the Complete Streets policy; and

WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle Comprehensive Plan is to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, Seattle's Complete Streets guiding principle is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, numerous state transportation agencies, San Francisco, Sacramento, San Diego, Boulder, Chicago and Portland; and

WHEREAS, the Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities; and

WHEREAS, SDOT will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced; NOW, THEREFORE,



**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.

Section 3. Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.

Section 4. Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

- to repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02);
- to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);



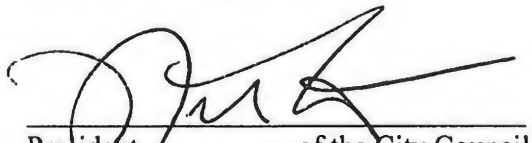


- where the Director of Transportation issues a documented exception concluding that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety; or
- where other available means or factors indicate an absence of need, including future need.

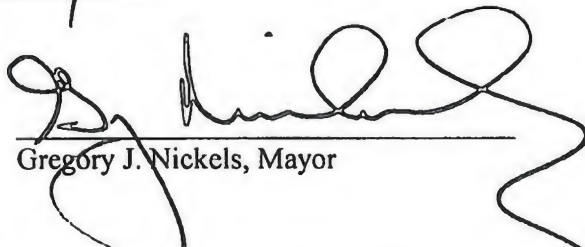
Section 5. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

1 Section 6. This ordinance shall take effect and be in force thirty (30) days from and after  
2 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days  
3 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

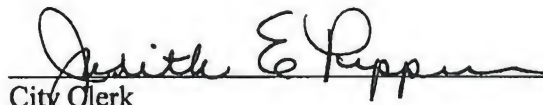
4 Passed by the City Council the 30<sup>th</sup> day of April, 2007, and signed by me in open  
5 session in authentication of its passage this 30<sup>th</sup> day of April, 2007.

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9 President \_\_\_\_\_ of the City Council

10 Approved by me this 7<sup>th</sup> day of May, 2007.

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13 Gregory J. Nickels, Mayor

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15 Filed by me this 7 day of May, 2007.

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18 City Clerk

19 (Seal)

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Seattle Department of Transportation	Barbara Gray, 615-0872	Stephen Barham, 733-9084

**Legislation Title** AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

- **Summary of the Legislation:** This Council Bill states that "Complete Streets" principles (see Resolution 30915) will be incorporated, to the maximum practicable extent, in all new City transportation improvement projects on arterials to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons while promoting safe operation for all users. Additionally, these Complete Streets principles will be incorporated into (The Seattle Department of Transportation's) Transportation Strategic Plan, Seattle Transit Plan, Pedestrian Master Plan, Bicycle Master Plan, Intelligent Transportation System Strategic Plan, and other SDOT plans, manuals, rules, regulations and programs as appropriate. SDOT will implement Complete Streets policy by designing, operating, and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with and supportive of the surrounding community. Street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements for freight, access improvements in accordance with ADA requirements, public transit facilities accommodation, street trees, landscaping, and street amenities are all components of the Complete Streets program.
- **Background: (Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):** Resolution 30195, relating to Bridging the Gap, includes support for the principles of "Complete Streets" and states that all Bridging the Gap projects will provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons while promoting safe operation for cars and trucks. Additionally, these Complete Streets principles will be incorporated into SDOT's Transportation Strategic Plan, Seattle Transit Plan, Pedestrian Master Plan, Bicycle Master Plan and other SDOT plans, manuals, rules, regulations and programs as appropriate. The Resolution states that the City Council will work with SDOT and the Mayor to assess the feasibility of legislation adopting Complete Street principles. This Ordinance results from that statement.

- *Please check one of the following:*

       **This legislation does not have any financial implications.**

  X   **This legislation has financial implications.**

There is no way to forecast the financial impacts of this Council Bill because the projects and improvements have not yet been determined. The Council Bill states that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It also states that Complete Streets principles will not apply when the cost of complying exceeds approximately 20% of the overall project cost. Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding could be drawn upon to implement Complete Streets; however, at this time SDOT does not anticipate requesting additional funding from the City's General Fund for Complete Streets work.